

CREAM!
RICH
THICK
CREAM

See
Last Page.

Hongkong Daily Press

ESTABLISHED 1877

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THE
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FOR 1913.

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No. 17,334 號四十三百三千七萬一第 日七廿月十年丑癸 HONGKONG, MONDAY, NOVEMBER 24TH, 1913. 一拜禮 號四十二月一十年二國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 9th June, 1913. [789]

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Hongkong, 24th April, 1913. [609]

SIEN TING.
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 22nd September, 1913. [1101]

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SMOKELESS POWDERS AND CHILLED RHOT. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100. **SPORTING REQUISITES AND AIRY GUNS** in Variety.

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Hongkong, 18th October, 1913. [1219]

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TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.00 " " 11.00 " " " 15 " "
11.00 " " 12.00 noon " " " 15 " "
12.00 noon " 1.00 p.m. " " " 10 " "
1.00 p.m. " 1.15 " " " " 10 " "
1.15 " " 1.45 " " " " 15 " "
1.45 " " 2.15 " " " " 10 " "
2.15 " " 5.00 " " " " 15 " "
5.00 " " 8.10 " " " " 10 " "

NIGHT CARS.
3.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
8.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.45 " " 12.00 noon " " " 15 " "
1.00 noon " 1.00 p.m. " " " 10 " "
1.00 p.m. " 5.00 " " " " 15 " "
5.00 " " 6.00 " " " " 10 " "
6.00 " " 7.00 " " " " 15 " "

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [1153]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. **KOBE MARU** and **SAKAKI MARU** (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.					
1st Class Fares					
\$ 40.00	Shanghai (Steamer) ...Lv.	Forenoon	Mon.	Wed.	Fri.
	Dairen (S.M.R. Train) ...Ar.	3.25 p.m.	Mon.	Wed.	Fri.
Y 14.95	Mukden (S.M.R. Train) ...Lv.	11.25 " "	"	"	"
	Changchun (S.M.R. Train) ...Ar.	11.50 " "	"	"	"
Y 11.50	Changchun (S.M.R. Train) ...Lv.	6.50 a.m.	Tues.	Thurs.	Sun.
R 9.60	Harbin (Russian Train) ...Ar.	8.00 " "	"	"	"
	Harbin (Russian Train) ...Lv.	2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow } Wagon Lits from Moscow } State Express for St. Petersburg }

SOUTH BOUND.					
R 9.00	Harbin (Russian Train) ...Lv.	10 a.m.	Mon.	Wed.	Fri.
	Changchun (S.M.R. Train) ...Ar.	6.30 " "	"	"	"
Y 11.50	Mukden (S.M.R. Train) ...Lv.	7.00 " "	"	"	"
	Changchun (S.M.R. Train) ...Ar.	1.50 p.m.	"	"	"
Y 14.95	Dairen (S.M.R. Train) ...Lv.	2.10 " "	"	"	"
	Dairen (S.M.R. Train) ...Ar.	10.20 " "	"	"	"
Y 40.00	Shanghai (Steamer) ...Lv.	Noon	Thurs.	Sat.	Mon.
	Shanghai (Steamer) ...Ar.	Forenoon	"	"	"

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday and connects with the Wagon Lits service on the Trans-Siberian Railway, is a new Turbine Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19 knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and convenience. Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins), 20 Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.

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Thrice-Weekly Express Service between Changchun and Fusan without change; establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki. London to Tokyo in 13 1/3 days; Peking to Tokyo in 4 1/2 days.

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MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
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LETTS' DIARIES 1914.
[926]

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Story of Stephen Compton, J. E. Paterson.
Passionate Friends, H. G. Wells.

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No. 1 ...	510 ft.	77 ft.	26 ft.
No. 2 ...	350 ft.	53 ft.	24 ft.
No. 3 ...	714 ft.	88 ft.	34 ft.

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Max. Length of Ship taken in ...	460 Feet.	580 Feet.	
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Max. Draft " " " " ...	22 "	26 "	

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Shovel, capable of lifting 40 tons weight.

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28th May, 1913. [720]

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IN 7 LB. TINS AND 1 CWT. IRON DRUMS.

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WILKINSON, HEYWOOD & CLARK, LD.
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STOCKED IN HONGKONG:
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"CYGNITE" WHITE PAINT IN 7 LB. TINS.
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[887-5]

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Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
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Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
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All Electric Trams Pass Entrance, One Minute's Walk from Ferry.
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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA.
Renders Selections during Tiffin and Dinner daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to FREDERICK REICHMANN, Proprietor.

TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.
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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.
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SITUATED ON THE BRITISH CONCESION.

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SITUATED IN THE CENTRE OF PRAYA GRANDE. Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
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FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
Telephone 1219.
Hongkong, 16th April, 1913. [584]

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ESTABLISHED 72 YEARS.

HIGH-CLASS
CONFECTIONERYSELECTIONS OF THE PUREST AND
FINEST QUALITY, IMPORTED
FROM THE LEADING LONDON,
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CADBURY'S CHOCOLATES

In fancy boxes, in great variety.
Bournville Nut Chocolate.

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Assorted Chocolates, Marzipan
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KOHLE'S CHOCOLATES

in great variety.

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CALEY'S CRACKERS

of the Finest Quality in great
variety.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

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BIRTH.

JACKS—At Government Bungalows, Mt.
Kellet, The Peak, on November 22nd,
to Mr. and Mrs. P. JACKS, a son,
11lb 6oz.HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 24th, 1913.

The Tibetan demand at the Simla Conference for the recognition of the complete autonomy of the country has come as a painful shock to China, but the latter has, by her dilatory methods and blind obstinacy, worked herself into a position in which she has no alternative but to yield, as gracefully as may be, to the essentials of the demands of Tibet, and it is only in the haggling over details that she will stand any chance of saving a remnant of prestige from the ruin. There is a close resemblance between the main line of the course of events in Mongolia and Tibet, and it was scarcely to be expected that the Tibetans would be content with less than the terms secured by the Urga authorities, and, in view of their complete defeat of the Chinese garrison nearly two years ago and of its consequent expulsion from the country, it would be unreasonable to expect them to admit Chinese authority. The independence of Tibet is, to all intents and purposes, a *fait accompli*, and in seizing the opportunity of asserting it the Tibetans have only been following the regular course of their relations with China: the degree of suzerainty exercised over Tibet by China has always been the resultant of two forces—the efforts of China to assert her authority and the power of Tibet to shake it off. China's great opportunity occurred a few years ago, when the DALAI LAMA was discredited and the troops of CHAO ERH-FENG were astonishing the world by their rapid and unexpected advance on Lhasa; the revolution and the consequent weakening of China's authority proved the supreme opportunity for the Tibetans, and in seizing it and turning it to the best advantage they were only following the unwritten code governing the relations between China and Tibet. It is not, we fear, to be anticipated that China will consider this code abrogated as soon as the Simla Conference has brought its labours to a successful conclusion, nor would she find it difficult to adduce a colourable pretext

for a forward move whenever an opportunity offers, unless the negotiations that are now taking place go into far more detail than we anticipate will be the case. The relations between Peking and Lhasa may be defined in a formal instrument, but there still remain the ill-defined border regions, and it is there that trouble between Tibet and China will always be liable to occur even after the complete autonomy of Lhasa has been acknowledged. A glance through even an English collection of maps of China will be sufficient to make apparent the uncertainty that exists as to just where Tibet ends and China begins; in some the whole of the Derge country and of the Horba States is assigned to Tibet, while other geographers include it as a part of Szechuan. And if maps show so much uncertainty, the Chinese conception of the frontier introduces still further complications. When Sir ALEXANDER HOSIE visited the frontier in 1904, he was shown a boundary stone a few miles West of Batang, and so sacred, in the eyes of his escort, was the frontier in those days that he was not allowed to advance so much as a pace beyond it to examine its Western face. Four years later, when CHAO ERH-FENG was appointed Warden of the Marches, his commission extended from Tatsienlu to Pien-tah, 130 miles East of Lhasa, and this idea of the position of the frontier was preserved in a Presidential Mandate of the spring of this year. The cause of this lack of definition lies in the fact that the whole of Szechuan West of Tatsienlu is peopled by autochthonous tribes of Tibetan stock, whose allegiance either to Peking or Lhasa is in many cases of the most shadowy nature. The country is, outside the main roads, a No-man's-land, and must always be a source of friction between its two neighbours. It is not so much for these reasons, though, that the autonomy of Tibet is an important question for Great Britain, but rather for the bearing that it will have on the problem of the Indian frontier and on Nepal, Bhutan, and Sikkim. In any case, the change can scarcely affect us prejudicially; thanks to the YOUNG HUBBARD expedition, we have an independent Treaty with the Tibetan Government; after the hospitality he experienced at Darjeeling and Kalimpong and after his exchange of presents with His Majesty King George our relations with the DALAI LAMA are more friendly than they have ever been; and the removal of Chinese influence at Lhasa will prevent a revival of the game of mutual shoving of responsibility that the Tibetan Government and the Amban used to play so successfully when the Indian Government wished to transact business of an unpleasant nature. This is all to the good, and, furthermore, we shall be greatly disappointed if the Simla Conference breaks up without settling the question of British representation at Lhasa. The need for such representation will be even greater when Tibet is independent and pressure through the suzerain Power is out of the question, while it will no longer be possible to object that the supreme government of Tibet is at Peking, and that consequently representation at Lhasa is a useless duplication. The circumstances now are all in Great Britain's favour, and if use is not made of the occasion and representation arranged for, so favourable an opportunity may never again present itself.

The English mail of the 25th October was delivered in London on 21st November.

Mr. E. D. C. Wolfe, Postmaster-General, and Mrs. Wolfe returned to the Colony yesterday from Shanghai via the Coast ports.

The Rev. N. C. Pope will speak at the meeting of the Hongkong Christian Union at St. Paul's College to-day at 5.30 p.m.

The second engineer of Messrs Butterfield & Swire's steamer *Szechuen* was drowned at Swatow on Friday evening. The body was recovered on the following day.

Sir William Lever, the "Napoleonic Soap Maker" of Port Sunlight fame, is expected to arrive in the Colony to-day by the *Empress of Asia*. We understand that Sir William will lunch with His Excellency and leave for Canton this evening.

The name of Dr. K. O. H. Walther, of the Hongkong Hotel Mansions, has been added to the register of medical practitioners entitled to practice medicine in the Colony. Mr. Mathias Sinn, of the Government Civil Hospital, has been added to the register of chemists and druggists.

OFFICIAL APPOINTMENTS.

The following appointments are notified in the *Government Gazette*. Assistant Secretary for Chinese Affairs and Deputy Registrar of Marriages.
Mr. R. E. Lindell to act as 2nd Assistant Secretary for Chinese Affairs and Deputy Registrar of Marriages.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE LAST OF THE
SHOGUNS.

Tokyo, November 23rd.

The death is announced of Prince Tokogawa, the last of the Shoguns.

[The Prince who was born in 1837, was installed in 1868 as the fifteenth—and the last—of the illustrious line of the Shoguns, who from being Military Governors had come to be virtually the rulers of the country, the Emperor being regarded simply as a demigod to be kept a seclusion and worshipped. The movement for the restoration to the Mikado of the real sovereignty of the empire came to a head soon after the late Prince was installed as Shogun, and it was largely due to his enlightened attitude that the restoration was accomplished with so little bloodshed. He has since lived the life of a private gentleman.]

[THROUGH REUTER'S AGENCY.]

THE HOME RULE CAMPAIGN.

MR. DONALD LAW AND SIR EDWARD CARSON
AT BIRMINGHAM.

LONDON, November 23rd.

Mr. Bonar Law, speaking at Birmingham, said that if Home Rulers thought the British troops were going to shoot down Ulstermen at the bidding of those who in the House of Commons cheered the British defeats in South Africa, they were mistaken. When people said that the Empire favoured the coercion of Ulster they did not understand Empire. That was the last thing the Canadian or Australian would dream of. Natal's position in South Africa was not dissimilar to Ulster's. None dreamed of coercing Natal to join the Union, which was only effected after a plebiscite of Natal.

Sir Edward Carson followed. He said he would go straight on. He had never taken the slightest notice of suggestions of compromise. Ulster had the same privileges as the rest of the Kingdom and they could take nothing less.

THE "CITIZEN ARMY."

At a joint meeting of the Ancient Order of Hibernians and the Gaelic League it was decided to form a Rifle Corps to co-operate with the Citizen Army, which is recruiting in Munster, Leinster, and Connaught.

MR. LLOYD GEORGE "RAGGED"
AT OXFORD.

MANORL WURZELS AND PHEASANTS.

LONDON, November 23rd.

The Oxford Union thronged to listen to Mr. Lloyd George in the winding-up debate on the Government's land policy. Undergraduates in motor-cars paraded effigies of the Chancellor of the Exchequer and threw mangel wurzels and pheasants at his car. Prior to the debate, a member asked whether Mr. Lloyd George had any stock to sell. The President, amid cheers, refused to allow their guest to be insulted, and a resolution of "no confidence" was rejected by a majority of 68.

BRITISH DOMINIONS EXHIBITION.

TO BE HELD AT CRYSTAL PALACE IN 1915.

LONDON, November 23rd.

The British Dominions Exhibition for 1915 will be held at the Crystal Palace, which is now national property, and the sites will be gratis. The Dominions and Indian Governments will retain the buildings, which were erected in 1911, which will require the smallest expense to refit. The exhibits will be permanent and are to remain for an indefinite period.

BRITISH AND FRENCH FLEETS IN
THE MEDITERRANEAN.

LONDON, November 22nd.

The bulk of the British and French Fleets have arrived, some at Alexandria and others at Port Said, where great preparations have been made for their entertainment by the French, the Greek Colonies are participating.

THE AUSTRIAN ROYAL VISIT TO
ENGLAND.

"PRODUCTIVE OF GREAT AND LASTING GOOD."

LONDON, November 22nd.

The Archduke Franz Ferdinand, interviewed by a representative of Reuter's Agency, said that although his visit to Windsor was private, the opportunities of contact with British Ministers can only be productive of great and lasting good in the relations of the British and Austrian Governments.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE INDIAN DIFFICULTY IN
SOUTH AFRICA.

FEELING IN INDIA.

SIMLA, November 22nd.

Throughout the country meetings continue to be held to discuss the Natal position and to organise collections.

English clergymen are subscribing and are exhorting Europeans to contribute.

Feeling is growing stronger and all sections of the Press refer to the seriousness of the position.

HARMFUL CHARGES OF BRUTALITY.

LONDON, November 23rd.

It is strongly felt in London that the charges of brutality towards the Indians—denied in South Africa, but reiterated in India—are doing infinite harm, and ought to be thoroughly investigated and settled. It is pointed out that no names are mentioned, except in the one case of the alleged flogging to death, which has been disproved.

It is understood that public opinion in South Africa is painfully mindful of the effects of the strike on the Rand, and will not consent to any concessions until law and order has been vindicated.

The *Pall Mall Gazette* deplores the stories of inhumanity against the Natal authorities, and says that it is unfortunate that Sir Louis Botha's attention is distracted by recriminations with Mr. Hertzog, at the South African Party Congress. The best symptom in the situation, the journal thinks, is the reasonable attitude of the Cape newspapers towards the Indians.

The *Morning Post* urges that Sir Louis Botha, despite political exigencies, should at least remove the tax on the Indians in Natal, and says that we are entitled to ask that immigrants be treated with some respect, justice, and humanity.

THE SITUATION IMPROVED.

LONDON, November 23rd.

The strike situation has now improved, and there is a probability of a general resumption on Monday. Some sporadic outbreaks have occurred. There was a mêlée at Avoca, and the native police arrested the ringleaders of the disturbances there, but Indians, armed with various weapons, attacked and overpowered the police and rescued the prisoners. The European police, however, soon arrived, and drove off the Indians and re-arrested the ringleaders.

DURBAN, November 23rd.

The strike has apparently ended in Durban. All is quiet in the country districts, where rain has reduced the danger of cane fires.

AN "INDIAN QUESTION" IN
BRITISH COLUMBIA.

HINDU PRIEST DEPORTED TO HONGKONG.

VICTORIA (B.C.), November 22nd.

The forcible deportation of a Hindu priest yesterday is denounced by the Press, one paper saying it will do more damage to British prestige in India than a thousand political speeches.

The Hindu was thrust on board a steamer leaving for Hongkong as the vessel was sailing.

The Immigration Authorities over-ruled the British Columbia Judge, who granted a writ of *Habeas Corpus* to prevent the deportation.

An application is being made to commit the Immigration Inspector for contempt of Court.

INDIAN SPECIE BANK.

WINDING-UP PETITION.

BOMBAY, November 22nd.

Certain shareholders have petitioned for the winding-up of the Indian Specie Bank. The Judge accepted the petition and fixed a further hearing for December 6th.

The unpaid capital of the Bank is £600,000. The shares before the recent panic stood at 63 rupees; yesterday they were quoted at 23 rupees.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE INDEPENDENCE OF
HOLLAND.

CENTENARY CELEBRATIONS.

AMSTERDAM, November 22nd.

On the occasion of the Centenary of the Independence of the Netherlands, Queen Wilhelmina has issued a Proclamation which says the country continues to prosper in every respect. Her Majesty hopes that peace, liberty and prosperity will be maintained, and expresses a desire to co-operate with the people for the welfare of the entire nation.

GERMANY'S BUDGET ESTIMATES.

BERLIN, November 23rd.

The Budget Estimates give the expenditure on the Navy in 1914 as M.147,952,167, an increase of M.7,693,273; expenditure of the Army, M.1,217,167,548, a decrease of M.152,051,998; Colonial subsidies, M.30,788,642, a slight decrease. The revenue from the Protectorates is expected to increase by M.19,255,517.

SPANISH KING TO VISIT AUSTRIA.

LONDON, November 23rd.

King Alfonso pays a visit to Vienna in January.

ITALIAN CRUISER'S MISHAP.

FIVE WARSHIPS TO THE RESCUE.

LONDON, November 23rd.

The Italian cruiser *San Giorgio* grounded on leaving the Straits of Messina. Fifty feet of her bows touch land. Five warships have gone to her assistance.

FEARED LOSS OF A H.A.L.
STEAMER.

LONDON, November 22nd.

Grave fears are entertained regarding the safety of the Hamburg-America steamer *Aelia*, which left Valparaiso on October 23rd for Montevideo. She was last seen rounding the Horn in a tempest.

BIG STRIKE IN FRENCH
COLLIERIES.

70,000 WORKMEN IDLE.

PARIS, November 23rd.

The strike in the French northern collieries is assuming large proportions, and about 70,000 men are now idle.

WIRELESS TELEPHONY.

BERLIN, November 23rd.

At the Congress of Naval Architects Rear-Admiral Emsmann announced that wireless telephone messages had been successfully transmitted between Neustadt and New Jersey.

TELEPHONE CABLE BETWEEN
HOLLAND AND BRITAIN.

THE HAGUE, November 22nd.

The Second Chamber has voted a credit for laying a telephone cable to Great Britain.

THE C.P.R.'S AUSTRIAN BRANCH.

VIENNA, November 22nd.

The Canadian Pacific Railway Co.'s Offices in Austria have been reopened with an Austrian ex-Consul as manager. For the present, however, only freight and first and second-class passenger traffic is allowed.

A ROYAL PATIENT.

LONDON, November 23rd.

The Duchess of Saxe-Coburg-Gotha has been operated upon for appendicitis.

HOME RACING.

RESULT OF MANCHESTER NOVEMBER
HANDICAP.

LONDON, November 22nd.

The race for the Manchester November Handicap resulted as follows:—

Dalmatian 1

Work Girl 2

The Guller 3

Sixteen ran. Won by a head, three lengths between second and third. Betting:—10 to 1 against Dalmatian, 100 to 7 against Work Girl, and 33 to 1 against The Guller. Print started favourite at 6 to 1 against.

Owing to fog, several races were abandoned.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE POSITION IN MEXICO.

THE PROCEEDINGS IN CONGRESS.

MEXICO CITY, November 22nd.

President Huerta's message to Congress was most terse. The Chairman replied, assuring the President of the whole-hearted co-operation of Congress, which was inspired by the love of the Fatherland. Twenty-seven Congressmen were absent, of whom 24 were Catholics. All the diplomats attended, except Mr. O'Shaughnessy, the American Charge d'Affaires. President Huerta's staff were side-arms, thereby violating the law forbidding soldiers to appear in the house armed.

CONGRESS ADJOURNED.

MEXICO CITY, November 23rd.

Much speculation has been aroused over the adjournment of Congress on the ground that there was not a quorum, though it was evident that a quorum was present. None of the Congressmen protested.

OPINION IN WASHINGTON.

WASHINGTON, November 22nd.

The Government believes that President Huerta's power is crumbling. President Wilson is absolutely silent in regard to his future programme, as publication would impair efficiency.

A BATTLE IN PROGRESS.

The War Office announces that the Federals are still holding out at Victoria. A continuous battle inside the city has lasted for 24 hours. Federal reinforcements are hastening to Victoria.

CANADIAN SLOOPS FOR MEXICO.

VICTORIA (B.C.), November 23rd.

The sloops *Albatross* and *Shearwater* have been ordered to proceed to the west coast of Mexico.

THE BOTHA-HERTZOG
CONTROVERSY.

CAPE TOWN, November 23rd.

After prolonged and acrimonious discussions, the South African Party Congress, at which Sir Louis Botha and Mr. Hertzog were present, adopted by 131 to 90 a resolution moved by a supporter of Sir Louis Botha calling on the Government to abandon the Botha-Hertzog controversy and proceed with the administration of the country. Hertzog and his supporters left the hall in silence. It is believed that they will form a separate party, to be styled the South African National Party.

The followers of Mr. Hertzog who are seceding include 50 belonging to the Free State and 40 Representative from the Cape, Natal, and the Transvaal. These will constitute the New National Party. A Conference will be held at Bloemfontein.

THE NEW ZEALAND STRIKE.

SYMPATHETIC ACTION IN SYDNEY.

SYDNEY, November 22nd.

The lumpers have declined to unload steamers from New Zealand in sympathy with the strike there.

VOTE AGAINST A STRIKE.

WELLINGTON (N.Z.), Nov. 22nd.

Renewed scuffles have occurred between the strikers and the police, but everything is now quiet. A secret ballot of the general labourers resulted in a vote of three to one against a strike.

WELLINGTON, November 23rd.

There are no further strike developments, and work is proceeding quietly. Nine hundred members of the new Union are working at Wellington. The conditions are nearly normal in Auckland.

WEDDING AT THE CATHEDRAL.

MANSFIELD—HARRISON.

Mr. Robert Dillon Mansfield, of the Chinese Customs, Shanghai, and a son of Mr. R. W. Mansfield, late Consul-General at Canton, was married at St. John's Cathedral on Saturday to Miss Ethel Harrison, daughter of Mr. and Mrs. Frank Harrison, of Taplow-on-Thames. The bride was given away by Mr. A. Edwards, of the Chinese Customs, Hongkong. One little bridesmaid and a page, Miss and Master Sanderson, attended her, and Mr. Gillman, of Canton, was best man. The Rev. V. H. Copley-Moyle, chaplain, was the officiating clergyman, and Mr. Denman Fuller presided at the organ. The reception was held at the Hongkong Hotel.

SIR WALTER HILLIER AND SIR JOHN
JORDAN ON THE CHINESE
SITUATION.

LONDON, October 30th.

and A. Lyndell. The toasts having been duly honoured, on the call of the Chairman, Mr. WALTER HILLIER proposed the toast of "Continued prosperity to the China Association." He said:—"I think that in this, the twenty-fourth year of our existence as a Society, we are justified in making a slight change in the title of the toast which it is my privilege to propose to-night. The prosperity of this Association is no longer a matter of doubt, but of certainty: a fact which must be a source of special satisfaction to these of our members who took such a prominent part in founding and bringing it to maturity. (Applause.) I think we all of us have reason to be satisfied with the growth of a Society which commenced twenty-four years ago with a membership of seventy and has now considerably over a thousand members on its list. (Applause.) I propose, therefore, to add one word to the usual title of the toast and to call it, "Continued prosperity to the China Association." The annual report, which was submitted to you in the Spring of this year, shows that we are still an active work and that the number of subjects which come up for the consideration of the Committee at home and abroad, are as varied and as important as ever and that the Society has fully justified its existence. (Applause.) Perhaps I may be permitted to suggest one or two factors which have contributed to the success that we claim for this Association. First and foremost, we have always been fortunate in our Chairmen, who have given much time and thought and have brought ripe experience to bear upon the subjects that bear.) I am confident that every member of this Association will join me in offering hearty congratulations to Sir Charles Addis—(loud cheers)—upon the position of hono- rable which has been conferred upon him in recognition of his valuable services, not only to the greatest Bank of which he is the senior representative in London, but also to His Majesty's Government and the Government of China. (Renewed cheers.) In the early part of this year there was no doubt in my mind that I think can fairly be termed an unpleasant chapter in the history of British relations with China had been closed. I need not attempt to explode to this audience the fallacy which has so long been traded upon, that the British forced opium upon China, for, of course, as Mr. Gundry has so clearly proved, Great Britain owes nothing of the kind. (Applause.) Most of us will be glad to believe that the doom of the Indian opium trade has been sealed, so far as it can be sealed by the abandonment of the sale of certificated opium for export to China, leaving her free, if she chooses, to close her doors against all foreign opium whatsoever. In giving up these sales the Indian Government made a great concession, and it is disappointing to note that the Chinese authorities are doing their best to nullify this concession by evading obligations they themselves entered into and refusing to allow existing stocks to be absorbed or to take them over from the foreign dealer. (Heard hear.) It is unfair upon importers who bought their stocks upon the faith of a voluntary covenant, and upon opium still continues to be grown in China, though

in diminishing quantities, and probably will be grown, in spite of all efforts to suppress it, for many years to come, the decision of the Chinese authorities, to evade their own agreement without compensation for doing so has not even the justification of removing a bar to the total suppression of opium smoking. (Applause.) I am afraid, indeed, that the total suppression of opium smoking is not yet in sight, for there is every reason to believe that a large contraband trade will continue to exist so long as opium can be bought in the Indian markets and elsewhere and smuggled with little difficulty across the frontier. Be that as it may, the Chinese Government have naturally every right to suppress this trade, and if they can suppress it, the growth of native opium as well, they will command our sympathy and respect. But they will not have the sympathy of this Association in their evasion of Treaty obligations, or in the infliction of an injustice upon foreign importers to which they should not have been subjected. (Cheers.) I pass over various matters, such as currency reform, trade marks, registration of companies, Wosung River conservancy, and international commercial rivalry, in all of which the Association takes a deep and active interest, and approach with diffidence a subject which I feel sure is exercising the minds of everyone present here to-night.

SPEECH BY MR. C. H. ROSS.

Mr. C. H. Ross, in proposing the toast of "Our Guests," said the presence of so many distinguished guests testified to the undiminished interest taken in the annual dinner which had been one of the good work which had been done by the Association. Among the guests were men whose names were written large in the history of British intercourse with the Far East during the past twenty years—names which were honoured for good and eminent service rendered to King and country. In this category they had to welcome especially the late Ambassador to Japan, Sir Claude Macdonald—a loud cheer—and they home to the present equally hearty welcome to China, Sir John Jordan. (Cheers.)

Sir Claude Macdonald's services, both in China and Japan, were so well-known to all associated with those countries that in an assembly such as that it might seem unnecessary to repeat them. He would only therefore make a brief reference to one or two of Sir Claude's services, concerning which he was able to speak with some personal knowledge. It was his good fortune to be resident in Tientsin and Peking during the career of Sir Claude's service in China—particularly at the time when he was fighting what was known as the battle of the railway concessions. As many of those present would know, the bad faith of certain high Chinese officials in connection with the Hankow railway led to Sir Claude's historic thump on the table at the Tsung Li Yamen, as a result of which the Shanghai-Nanking and the Canton-Kowloon railways have been constructed with British capital and by British engineers. (Applause.) Having been closely connected with the somewhat heated negotiations which preceded and followed the now historic thump, he could personally testify to the great assistance Sir Claude gave them, and to his unflinching tact and courtesy. Peking on those days was an unusually interesting place, for, in addition to the regrettably few foreign residents, the place was crowded with concession hunters, of whom he (the speaker) was one.

Sir Claude's life in those days could not have been a bed of roses, and yet he had no doubt there was a humorous side to the picture. For many of those concession hunters were versatile characters and some of their schemes were altogether extraordinary. Now that Sir Claude's period of active service was ended he was tempted to ask him to relate that night

some of his hitherto unpublished experiences. (Applause and laughter.) He could tell so much in connection with the scramble for concessions and other interesting episodes during his service in China and Japan, indeed his career had been so varied and successful, starting, he believed, as a subaltern and ending up as an ambassador, that he was sure there must be treasured up in his brain a variety of incidents and experiences such as few men possessed. He wondered whether Sir Claude was cognizant of a scheme which was prepared by certain misguided Britishers in Peking to effect the release of a high official named Chang Ying Huan, who was accused of being a progressive sympathizer, by arresting him after the coup d'etat by the Emperor Dowager's orders. Some twenty Britishers were concerned in the plot, and while it was no doubt a foolish, hare-brained scheme, nevertheless, from what he knew of the circumstances and feelings Chinese, had it been attempted it might easily have proved successful. It was abandoned, however, because Chang's own wish, but he often wondered what Sir Claude's feelings would have been had the G.C.M.G. who incidentally happened to be a G.C.M.G., been dumped on his doorstep, becoming for sanctuary. Poor old Chang was exiled to Kashgar and imprisoned there for two years. He was eventually barbarously executed during the Boxer outbreak so he might have fared better had he accepted the aid proffered by those misguided Britishers in 1898. Sir Claude's connection with the siege of the Legations was a matter of history and one that would never be gotten by his countrymen. To those who knew something of Legation life in Peking, with its rival interests and international jealousies, the manner in which Sir Claude successfully and without friction carried out the duties of Commander of the Defending Forces could not but evoke the profoundest welcome. (Applause.) Prominent among other guests were representatives of the Foreign and Colonial Office gentlemen who worked hard, none harder for the welfare of the Far East. Etiquette forbade him to mention names, but he could assure those gentlemen that they were welcomed very heartily, and that none appreciated their work more than the members of the Association; and though at times they might not always see eye to eye with them, they were grateful nevertheless for the courteous and sympathetic manner in which they received the Association's representations. In Bishop Norris, as representing the Church, they recognised an old and much tried friend—(applause)—better known to many of us. Present at one time was the late Plover, at one time a member of Tientsin, but laterely Legation Chaplain at Peking. They welcomed Bishop Norris most heartily and congratulated him and Peking on his appointment as successor to Bishop Scott. (Applause.)

SIR CLAUDE MACDONALD'S RESPONSE.

SIR CLAUDE MACDONALD, in a breezy speech that was much appreciated, expressed his pleasure to be there and to return thanks on behalf of the guests. He was glad to enjoy the material pleasures of the excellent dinner and the cheeriness of most of all they thanked the Association, most of all giving them the opportunity of meeting old friends in the Far East, where they were some reason or other friendships. If the spirit of patriotism, seemed to be warmer and more enthusiastic than in the Mother country. (Applause.) He wished to take that opportunity of saying how glad he was that the Association and the afflicted, and assisted him during the seventeen years in which he had held office in the Far East. In reminiscent vein Sir Claude looked back to the time when he was appointed in the Spring of 1896 to Peking. The appointment was received

(Continued on page 5.)

(Continued on page 5.)

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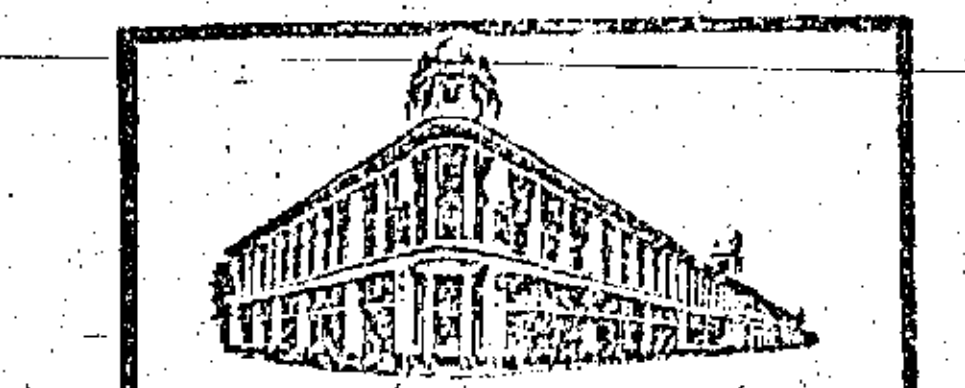
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CHINA ASSOCIATION.

(Continued from page 3.)

with some surprise. It seemed funny to think that a comparatively unknown man from the Army on the coast of Africa, the land of death, as it was sometimes called at that time, should have been called upon to take this diplomatic post. He was surprised himself. (Laughter.) The Times was not too sympathetic to the idea of the diplomatic service being invaded by a more soldier. However, he had friends in the diplomatic service. One who now represents his Majesty in a European capital wrote to him: "My dear Macdonald, I see no more reason why you should go to Peking than I should be made Colonel of the 74th Highlanders." (Loud laughter.) He went on to say, "but if we are to be flurried by a lot of bully Rommies I would sooner you were the fellow than anyone else." (Renewed laughter.) "P.S.—This is meant as a letter of congratulation." (Loud laughter.) He need hardly say that precious document was being treasured as an heirloom in his family. (More laughter.) But in the midst of this lack of enthusiasm and damnation by faint praise one friend held out a hand of encouragement and support, and that friend was the China Association. (Applause.) Previous to his departure to Peking he was not feeling particularly cheerful, but the China Association gave him a splendid banquet and the chairman, that brilliant statesman, Lord Curzon—(cheers)—said many words of encouragement which were endorsed by the members of the Association with such cordiality that he went to Peking prepared to tackle anything. (Laughter and applause.) And this was not all. On his return after four years of strenuous work not unconnected with those remarkable lady, the late Empress Dowager, they gave him another banquet and thanked him for what he had done. Even the Times approved. He went to see his old friend, the late Mr. Moberly Bell, when he had known in Egypt, and the first words he said were, "My dear Macdonald, what the devil do you mean by being a success?" (Laughter.) In the course of an eloquent tribute to his staff and colleagues in Peking and Tokyo, Sir Claude made one very peculiar remark. He was always at the Legation, but he (the speaker) viewed him with suspicion and only saw him once. His unfortunate staff had to deal with him. (Laughter.) This man did one rather clever thing, for he managed to get a telegram off to the Foreign Office at the expense of the Legation. (Loud laughter.) They had tremendous difficulty in getting the coin back, for he went to Tientsin—where everybody bolted when in trouble in those days—but eventually they got the money. The man went about saying that he (Sir Claude) had once lost twenty pounds to him at poker and wanted to get even. As a fact, of course, he had never played poker with him in his life. (Laughter.) Another incident occurred when he was engaged on the Burma frontier matter. They had to carry on the negotiations in a room with the temporary Chinese representative, Li Hsing Chang and a few of them were in their furs in a room with a glass partition beyond which were the chair coolies. Of course, everyone knew how the Chinese mandarin regarded walking. (Laughter.) It would never do for one of them to be seen walking. He (Sir Claude) was fighting hard for two hundred square miles of territory and apparently without making any headway. He was dog sick and tired. At last the chair coolie outside said something in a loud voice in Chinese which seemed to cause consternation among the mandarins and amusement to his (Sir Claude's) secretary. So he asked the latter what had been said by the coolie. He replied that the man had said—"Look here, if you are not going home, you fellows, we are going home anyway." (Loud laughter.) Thanks to the chief of the chair coolies, in a very short time two hundred square miles were added to British territory. (Renewed laughter and applause.) Another story told the arrival of Sir Alfred Gascoigne and General Sir Edmund Barrow at the head of the Relief Expedition that was sent to the aid of the beleaguered Legations. They arrived hot, tired and hungry. At that time they used to sit down at the British Legation to a very scratch meal when they could, and were glad to get a meal of any sort. Well, these two distinguished Generals sat down to dinner, one on each side of Lady Macdonald. One of them said—"We hear Lady Macdonald, that you have all been eating anything you could get—even mules and ponies. That is surely an exaggeration?" Her reply was—"I don't know that it is much exaggerated. That is pony soup you are having now." (Prolonged laughter.) Those Generals put down their spoons and would not have any more—"because, you see, they were cavalry officers." (Loud laughter.)

Sir John Jordan, who was well received, said—I confess that I experienced a strange and pleasurable sensation as I look round this distinguished assembly here to-night. In China I have become something of a patriarch, a senior amongst juniors. Here the position is reversed and I feel once more a junior amongst reverend seniors. Your President had won distinction both as a scholar and official when I reached China, and your Chairman and two members of the Committee of this Association are ex-Consuls-General who were many years my seniors in the service. Mr. Gundry, whose name stands for all that the China Association implies, had almost closed his active career in China when I arrived. It is, therefore, with a feeling of awe that I attempt to say anything in the presence of such an array of distinguished experts. (Laughter.) The Presidential address touched upon one or two points of a slightly controversial character on which it would be unbecoming for me to say much, especially as I

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CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.

seem to see my friend, Sir Walter Langley, looking on to be very careful. (Laughter.) I shall permit myself just one statement on the subject of opinion. The Chinese Government first approached the matter in the Autumn of 1906, and had anyone then predicted that in less than seven years the whole question, so far as Great Britain was concerned, would be narrowed down to the disposal of some 20,000 chests of the drug, he would have been regarded as a wild visionary. (Applause.) But that is the situation to-day. As regards the Shanghai Settlement Extension, I visited the district some years ago under the guidance of Mr. Keewick, the able Chairman at that time of the Municipal Council, and I can confirm all the President has said about its insanitary condition. Although the demand is not, as the President has said, strictly a Treaty right, it would be a graceful act if the Chinese Government were to make this small concession as a recognition of the correct attitude which the Settlement authorities maintained during all the recent revolutionary troubles. (Hear hear.) It is just three years since I had the pleasure of attending your annual dinner and they have been years of exceptional interest in the history of China. Great events have been crowded into that short space of time. Even before 1911 the great wave of constitutional agitation which had been sweeping over the rest of Asia, reached China, and during the last days of the Manchu we witnessed the pathetic sight of rulers steeped in autocratic tradition engaged in a desperate effort to adjust their worn-out political life. But the attempt was doomed to failure and it was clear that the Manchus had exhausted their mandate. Whatever we may think of the revolution of 1911, we have little reason to complain of the means by which it was accomplished. Pessimists predicted that the movement would sooner or later assume an anti-foreign character. These predictions were happily falsified. (Applause.) Both sides showed a statesman's regard for foreign life and property, which brought into striking relief the great and salutary influences which had

come over Chinese public opinion in the course of a few years since the Boxer outbreak. (Cheers.) How far the revolution has effected any radical change it is difficult to say, but I would venture to remind those who are dissatisfied with the results, that two years ago, after all, a very short period in the history of a great nation like China. (Cheers.) Measured by its material results, the change may not yet appear to be very profound, but no man who compares the China of twenty years ago with the China of to-day will deny that the mental outlook of a large class of the population has undergone a marvellous transformation. Twenty years ago it was rare to find an official of any standing who had received a foreign education; to-day the official ranks are full of young men who have passed with distinction through the best schools and colleges of Europe and America, and in intelligence and acquired knowledge are on a plane with foreigners. Twenty years ago social intercourse between foreigners and Chinese was almost unknown; now the complaint in Peking is that the social demands are almost too exacting to permit of the proper transaction of official business. (Laughter.) Nor is the change entirely confined to the educated classes. The newspapers are carrying foreign news to remote towns and villages and supply a higher form of mental recreation to audiences which used to be regaled by the local story-teller. (Cheers.) Your President has rightly interpreted my feelings when he said that I would probably not care to hazard a guess about the future of China. Human judgments on political events are proverbially fallible, and I am too close to the scene of events to distinguish the wood from the trees. (Laughter.) But we seem to have arrived at a turning point in the history of China, when it may perhaps be possible to take some stock of the situation. The election of His Excellency Yuan Shih-kai as President of the Republic has placed the supreme power in the hands of the eminent statesman who has directed the affairs of the country for over two years. (Continued on Page 7.)

MOUTRIE'S

NEW OVERSTRUNG MODEL

\$425.

A LIBERAL DISCOUNT FOR CASH.
GUARANTEED FOR FIVE YEARS.
S. MOUTRIE & CO., LTD.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained. No Claims will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on the 25th inst. will be subject to storage charges. All chafed and otherwise damaged Cargo to be left in the Godown, and examination of same to be held on the 25th inst., at 10 A.M. All Claims must be filed on or before 5th Dec., otherwise they will not be recognised. S. MORIMOTO, Agent.

Hongkong, 21st November, 1913. [1354]

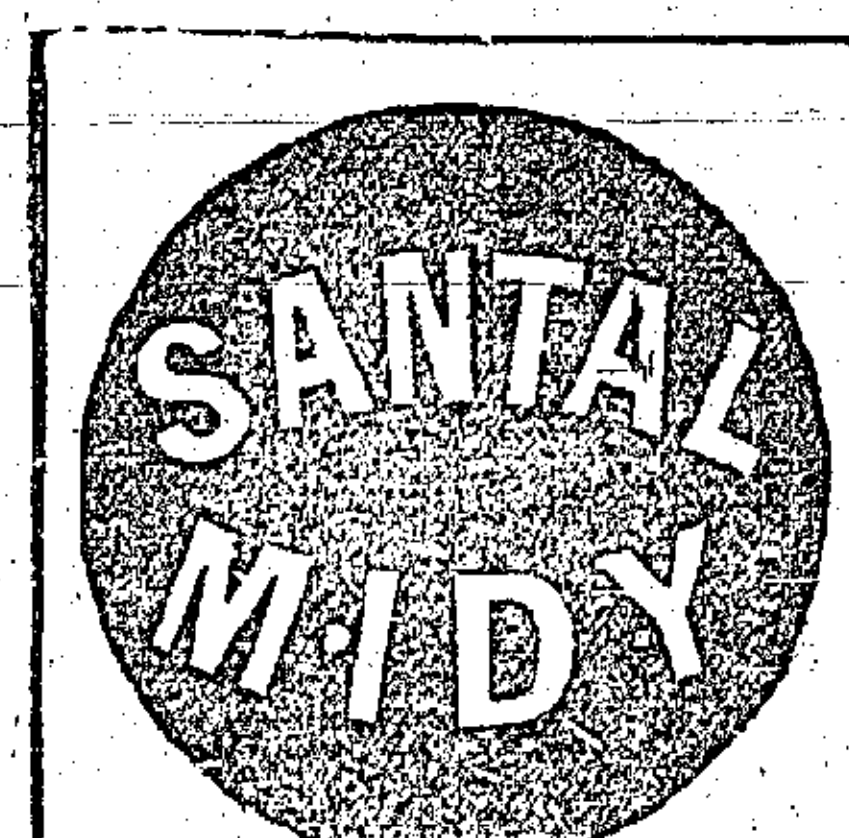
EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship "KINA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 9.30 A.M. All Claims must reach us before the 5th Dec., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MEZCHERS & Co., Agents.

Hongkong, 21st November, 1913. [1355]



These tiny Capsules—superior to Copaiba, Cubebs, and Injections—CURE the same diseases as these drugs in **FORTY- EIGHT HOURS** without inconvenience. Each Capsule bears the name. **Paris, 8, rue Vivienne** Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES RHEUMATISM, GOUT, BRUISES, SWELLINGS, INFLAMMATIONS.
THERAPION No. 2
CURES BRUISES, SWELLINGS, INFLAMMATIONS, PAIN, LUMBAGO, NEURALGIA, MIGRAINE.
THERAPION No. 3
CURES CHRONIC WOUNDS, DRAINS, LOFTY ULCERS, SORES BY LEAVING CHLORINE. PAIN IN ENGLAND, 1/2.

FREE BOOK TO H. LE CLERCQ, MED. CO., HAVREPOURTEUR, 10, HAVREPOURTEUR, LONDON. THE NEW FRENCH REMEDY.

THERAPION

SEE THAT TRADE MARKED WORD "THERAPION" IS ON EACH BOX. STEALING APPLIED TO ALL COUNTERFEITS. INSIST ON HAVING THERAPION.

NOTICES TO CONSIGNEES

S.S. "AUSTRALIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Erebus" and "Normand," from Havre ex s.s. "Normand" and from Bordeaux ex s.s. "V. de Constantine," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 24th inst. at NOON will be subject to rent and landing charges. All claims must be sent in to me on or before the 27th inst. or they will not be recognised. All damaged packages will be examined on 24th inst. at 10 A.M. No Fire Insurance has been effected. S. C. de BUSSIERRE, Acting Agent.

Hongkong, 17th November 1913. [2]

FROM EUROPE.

THE H.A.L. Steamship

"ALTMARK,"

Captain Knudsen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever. This Steamer brings on Cargo: Ex s.s. "Stalder" from Setabul. Ex s.s. "Norge" from Göteborg. Ex s.s. "Nordland" from Viborg. Ex s.s. "Björn" from Göteborg. Ex s.s. "Bylle" from Christiania. Ex s.s. "Byrd" from Drammen.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 19th November, 1913. [134]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ASSAYE"

Arrived Hongkong on 21st November, 1913, FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "Macedonia,"

From Persian Gulf, ex s.s. B. I. S. N.

and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st November, 1913. [1]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NUBIA Capt. F. J. Fox	10 A.M. 26th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA.	SIMLA Capt. G. Philipps	About 28th Nov.	Freight and Passage.
SHANGHAI.	DELTA Capt. W. R. Le Mare, R.N.R.	About 4th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL.	ASSAYE Capt. G. J. Caldwell	Noon. 6th Dec.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th November, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TIENSIN	"KUEICHOW"	On 25th Nov., Noon.
HONGHAI, PAKHOI & KATONG.	"SUNGKIANG"	On 26th Nov., Noon.
MANILA, CEBU AND ILOILO.	"CHINHUA"	On 26th Nov., 4 p.m.
SHANGHAI & TSINGTAU.	"ANHUI"	On 27th Nov., 4 p.m.
SHANGHAI	"YINGCHOW"	On 29th Nov., 11 p.m.
SHANGHAI	"LUCHOW"	On 4th Dec., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on leaving Hongkong at all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 24th November, 1913. TELEPHONE 35. AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. SITHONIA	28th Nov.
S.S. EMDEN	5th Dec.
S.S. SILEZIA	18th Dec.
S.S. PRUSSIA	27th Dec.
S.S. O.T.D. AILERS	9th Jan.
S.S. SAXONIA	11th Jan.
S.S. SPANIA	28th Jan.
S.S. SCANDIA	9th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th November, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. S. Beach	TUESDAY, 25th Nov., at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 28th Nov., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 2nd Dec., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 26th Nov., at 11 A.M.
----------	-------------------	----------------------------------

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd November, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 11th Dec., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* HONGKONG MARU	11,000—18 knots	FRIDAY, 28th Nov.
SHINYO MARU	22,000—21 knots	THURS., 4th Dec.
CHIYO MARU	22,000—21 knots	MON., 22nd Dec.
* NIPPON MARU	11,000—18 knots	WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.

* INTERMEDIATE SERVICE via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
INTERMEDIATE " "	\$65.	" "	\$109.
FIRST CLASS TO NEW YORK	\$60.	" "	\$96.10.
" " " SAN FRANCISCO	\$45.	" "	\$68.

THE INTERMEDIATE FARES TO NEW YORK AND SAN FRANCISCO are \$9 lower for Single Journey and \$14 lower for Return from above Rates.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	15,500—15 knots	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—
S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC TOYO KISEN KAISHA TRANS-CONTINENTAL WESTERN PACIFIC DENVER AND RIO GRANDE. MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21
S.S. CHIYO MARU	22,000	21
S.S. SHINYO MARU	22,000	21

INTERMEDIATE SERVICE.

S.S. NIPPON MARU	11,000	18
S.S. HONGKONG MARU	11,000	18

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Earliest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver without CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Landings, Cities and Scenery—Hundred of Miles through the Gorgeous Scenery of the States—Feather River Canon—and the Royal Gorge of Color do. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

73, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "AFRICA" 8,840 tons, will leave as above on 15th Dec. at 4 P.M.

Superior accommodation for 1st, 2nd and 3rd Class passengers, no surtax, no tips, no inside cabins.

Swarthouses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "NIPPON," 13,000 tons, will leave as above about 2nd December.

These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon Passengers. No Surcharge. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £215, II £115.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Basle, Leon, Calais or Boulogne, Class I £215, II £115.

BY SEAMER EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £215, II £115.

BY TAVERN EXPRESS:

Via Munich, Cologne, Hook or Flushing, Class I £7.10, II £5.10.

TO SHANGHAI.

S.S. "AFRICA" 8,840 tons, will leave as above on 1st December, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND" 12,000 tons, will leave as above about 29th November.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 18th November, 1913. Princes' Building.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES, throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of November.	JAPAN	Second half of November.
TJILIWONG	JAVA	Second half of November.	SHANGHAI	Second half of November.
TJIMAH	JAPAN	First half of December.	JAVA	First half of December.
TJTAROEM	JAPAN	First half of December.	JAVA	First half of December.
TJIKINI	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJIBODAS	JAVA	Second half of December.	SHANGHAI	Second half of December.
TJIPANAS	JAVA	Second half of December.	JAPAN	Second half of December.
TJIMAROEK	JAVA	Second half of December.	SHANGHAI	First half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375. [16]

Hongkong, 19th November, 1913.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
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NAPLES, GENOA, ALGIERS, "P. E. FRIEDRICH" 16,000 {Wedday, 26th Nov., at 10 A.M.

GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.

SHANGHAI, NAGASAKI, KOBE, "PRINCESS ALICE," 20,300 {About Wed'day, 26th Nov.

AND YOKOHAMA.

MANILA, YAP, MARONN, SAMA, "PRINZ WALDEMAR," {Saturday, 29th Nov., at 9 A.M.

RAI, NEWGUINEA, BRISBANE, Capt. H. BREMER, 6,100 {Nov., at 9 A.M.

SYDNEY and MELBOURNE.

"COBLENZ" {About Tuesday, 9th Dec.

Kobe, Capt. L. KLUCKIST, 6,750 {9th Dec.

JESSELTON, KUDAT and "BORNEO" {Tuesday, 2nd Dec., at 9 A.M.

SANDAKAN, Capt. J. KOWLER, 5,000 {Dec., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 20th November 1913. [4]

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.

Capt. F. VON BINZER.

"GOEBEN" 17,300 " ON FEBRUARY 18TH.

Capt. A. AHLGREN.

* "DERFFLINGER" 17,250 " ON MARCH 3RD.

Capt. F. PROESCH.

"KLEIST" 17,000 " ON MARCH 18TH.

Capt. L. MAASS.

* "PRINZ EITEL FRIEDRICH" 17,000 " ON MARCH 31ST.

Capt. C. MUNDT.

"YORK" 17,000 " ON APRIL 15TH.

Capt. F. LOERER.

* "PRINCESS ALICE" 20,300 " ON APRIL 28TH.

Capt. J. BORTHELM.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

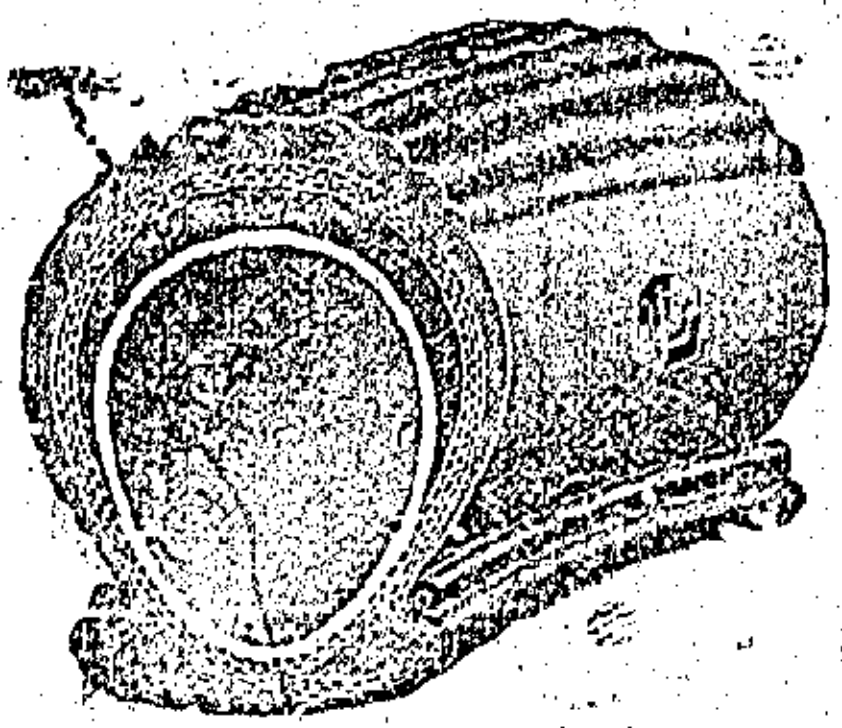
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Hongkong, 10th October, 1913. [1199]

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POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and Countries beyond which will be closed in this Office at 5 p.m., on the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same coloured wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines, are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted. It is requested that Parcels be posted early.

* Specially superscribed correspondence only.

FOR	PER	DATE
Amey	Glanville	Monday, 24th, 11.00 A.M.
Straits	Laomedon	Monday, 24th, 3.00 P.M.
PHILIPPINE ISLANDS, JAPAN via NAGA-		Monday, 24th, 3.00 P.M.
SAKI, HONOLULU, CANADA, UNITED	Persia	Registration ... 3.00 P.M.
STATES and 3rd AMERICA via	B.O.	Registration ... 2.30 P.M.
SAN FRANCISCO ...	Letters ...	4.00 P.M.
Tientsin	Chipshing	Monday, 24th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 25th, 10.00 A.M.
* Straits and India via Calcutta	Loval	Tuesday, 25th, 11.00 A.M.
* Tientsin	Kueichow	Tuesday, 25th, 11.00 A.M.
Philippine Islands, Australia, Tasmania	Nikko Maru	Tuesday, 25th, 1.00 A.M.
and New Zealand via Thursday Islands	Hokuto Maru	Tuesday, 25th, 3.00 P.M.
* Straits, * Batavia, * Samarang, * Sourabaya	Sosho Maru	Tuesday, 25th, 5.00 P.M.
and * Cherbon		Wednesday, 26th, 8.30 A.M.
Swatow, Amoy & Formosa via Amoy & Takao	P. E. Friedrich	Registration ... 8.30 A.M.
STRAITS, BURMAH, CHYLOW, ADELAIDE,		Registration ... 8.00 A.M.
WESTERN AUSTRALIA, INDIA, ADEEN,		Letters ... 9.00 A.M.
EGYPT and EUROPE via NAPLES		

SHIPPING

ARRIVALS.

ANNE, Norwegian str., 1,070, R. Amter, 22nd November—Bangkok 11th November, Rice—Chum.

ANTILLOUS, British str., 5,806, G. A. Flynn, 23rd November—Seattle 29th October, General—Butterfield & Swire.

ARABIA, German str., 2,876, Bath, 23rd November—Hankow 16th November, General—Hamburg-America Line.

AKI MARU, Japanese str., 3,995, J. Noma, 23rd November—Shanghai 20th November, General—Nippon Yusen Kaisha.

BEAUCHY, British str., 2,997, J. P. Turner, 21st November—Pelo Laut 13th November, Sugar—Doddwell & Co.

CARL DIEDERICHSEN, German str., 774, H. Franden, 22nd November—Hobow 21st November, General—Jensen & Co.

CHENAN, British str., 22nd November—Canton.

CHOWAT, German str., 1,115, E. Gathemann 21st November—Swatow 20th November, Rice—Butterfield & Swire.

CITY OF BARBARA, British str., 3,279, E. Mason, 22nd November—Shanghai 19th November, General—Bank Line.

ERROLL, British str., 2,883, L. James, 22nd November—Java 12th November, Sugar—Java-China-Japan Lijn.

FUKUKI MARU, Jap. str., 3,087, C. Tomimaka, 22nd November—Milke 16th November, Coal—Mitsui Bussan Kaisha.

GREGORY APMAR, British str., 2,991, J. E. Drake, 23rd November—Singapore 18th November, General—David Sassoon & Co.

HAIKUN, British str., 642, J. W. Evans, 22nd November—Swatow 21st November, General—Douglas Lapraik & Co.

HAITAN, British str., 1,183, J. S. Roach, 23rd November—Swatow 22nd November, General—Douglas Lapraik & Co.

HONGKONG, French str., 729, Marquerite, 22nd November—Hobow 21st November, General—A. R. Marty.

KEONGWAR, German str., 1,115, R. Peterson, 21st November—Swatow 20th November, Rice—Butterfield & Swire.

KINA, Danish str., 3,004, Coatsen, 21st Nov.—Sabang 14th November, General—Melchers & Co.

KUEICOW, British str., 1,280, Forsyth, 22nd November—Tientsin 17th November, General—Butterfield & Swire.

LAOMENOW, British str., 3,050, R. Owen, 22nd November—Shanghai 18th Nov, General—Butterfield & Swire.

LAERTES, British str., 1,340, Wawn, 23rd November—Saigon 14th November, Rice—Chinese.

MISUMI MARU, Japanese str., 1,903, Uchikoshi, 21st November—Kwang Yen 18th Nov. Cement stone—Order.

NANGPO, British str., 1,423, Pickard, 23rd November—Chefoo 18th November, General—Butterfield & Swire.

PHEUMEN, British str., 1,095, N. C. Bird, 22nd November—Saigon 17th November, Rice and General—Chinese.

SHIPPING REPORTS.

The British str. Gregory Apmar reports: Strong monsoon weather encountered.

The British str. Haitan reports: Moderate to fresh monsoon, cloudy and fine weather.

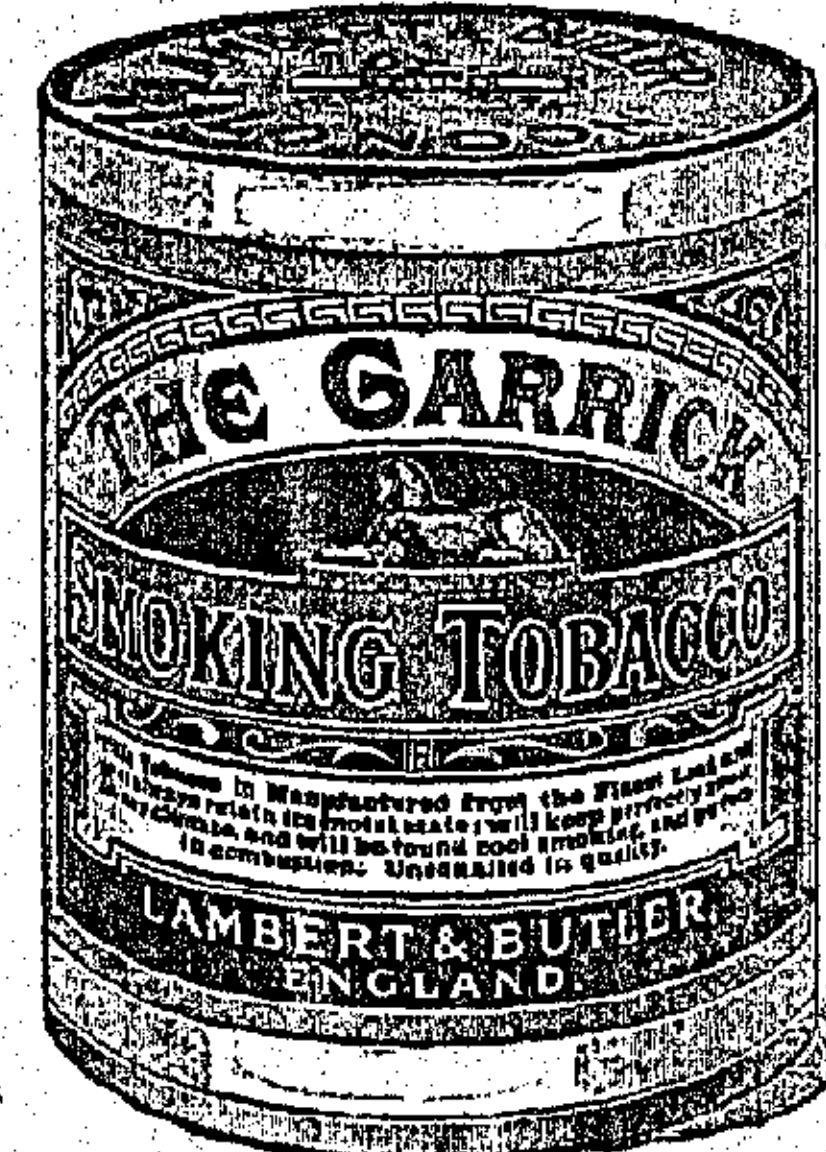
The British str. Ningpo reports: Strong N.E. monsoon and light foggy sea.

COMMERCIAL.

CLOSING QUOTATIONS.

November 22nd

ON LONDON:	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	111 1/2
Documentary Bills at 4 months' sight	111 1/2
ON PARIS:	
Bank Bills, on demand	48
Credits, at 4 months' sight	55
ON GERMANY:	
On demand	200 1/2
ON NEW YORK:	
Bank Bills, on demand	47 1/2
Credits, at 60 days' sight	48 1/2
ON BOMBAY:	
Telegraphic Transfer	45 1/2
Bank, on demand	45 1/2
ON CALCUTTA:	
Telegraphic Transfer	145 1/2
Bank, on demand	145 1/2
ON SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA:	
On demand	93 1/2
ON MANILA:	
On demand	93 1/2
ON SINGAPORE:	
On demand	118 1/2
ON BATAVIA:	
On demand	1 1/2 pm.
ON HATYONG:	
On demand	3 1/2
ON SAIGON:	
On demand	78 1/2
ON BANGKOK:	
On demand	78 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.15
GOLD LEAF, 100 fine, per tael	\$55.43
BAR SILVER, per oz.	25 1/2
SUBSIDIARY COINS.	
per cent.	
Chinese ... 20 cents pieces	\$9.10 discount.
Chinese ... 10 "	\$9.35 "
Hongkong ... 20 "	\$6.50 "
Hongkong ... 10 "	\$8.90 "

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CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

VESSELS EXPECTED.

THE AMERICAN MAIL.
Per P.M. str. Korea left Yokohama for Hongkong, via Manila on the 18th November, at noon. The mails have been transferred to the C.P.R. str. Empress of Asia, which is scheduled to arrive at this port on the 24th November.

THE AUSTRALIAN MAIL.
The I.G.M. str. Coblenz left Sydney on the 15th November, at 2 p.m., and may be expected here on or about the 8th December.

The E. & A. str. Eastern left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 19th November, and may be expected to arrive here on or about 13th December.

The N.Y.K. str. Tango Maru (Australia Line) left Melbourne for this port via ports on the 19th November, and is expected here on the 17th December.

THE CANADIAN MAIL.
The C.P.R. str. Empress of Asia left Shanghai on the 22nd November, and is due to arrive here on the 24th November, at 8 a.m.

THE GERMAN MAIL.
The I.G.M. str. Princess Alice, carrying the German mails, with dates from Berlin of the 29th October, left Singapore on the 22nd November, at 11 p.m., and may be expected here on or about the 27th November, at 8 a.m.

MERCHANT STEAMERS.
The N.Y.K. str. Yokohama Maru (California Line) left Singapore for this port on the 19th November, and is expected here on the 24th November.

The Ben Line str. Benlory, from Antwerp, Middlesbrough, and London, left Singapore on the 17th November for this port, and may be expected to arrive here on or about 24th November.

The str. Barneo left Sandakan on the 17th November, p.m., and may be expected here on or about the 24th November, a.m.

The N.Y.K. str. Nikko Maru (Australia Line) left Nagasaki for this port on the 20th November, and is expected here on the 24th November, daylight.

The N.Y.K. str. Sanuki Maru (California Line) left Kobe for this port via Shanghai on the 20th November, and is expected here on the 27th November.

The N.Y.K. str. Bombay Maru (Bombay Line) left Kobe for this port via Moji on the 21st November, and is expected here on the 25th November.

The American and Manchurian Line str. Kure left Colombo on the 18th November, and is due here on the 30th November.

The N.Y.K. str. Taitori Maru (European Line) left London for this port via ports on the 18th October, and is expected here on the 30th November.

The N.Y.K. str. Rangong Maru (Bombay Line) left Bombay for this port via Singapore on the 13th November, and is expected here on the 1st December.

The N.Y.K. str. Alshima Maru (European Line) left Yokohama for this port via ports on the 10th November, and is expected here on the 1st December.

The Swedish East Asiatic Co's str. Canton left Port Said on the 4th November, and is expected to arrive here on the 2nd December.

The N.Y.K. str. Hitachi Maru (European Line) left Colombo for this port via Singapore on the 20th November, and is expected here on the 3rd December.

The N.Y.K. str. Kanaguchi Maru (Bombay Line) left Bombay for this port via Singapore on the 19th November, and is expected here on the 6th December.

The N.Y.K. str. Tosa Maru (California Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.

The American and Manchurian Line str. Kandahar left New York on the 25th October, and is due here on or about the 15th December.

The N.Y.K. str. Miyasaka Maru (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.

The str. Glenelg passed the Suez Canal on the 28th October, for Hongkong via Straits.

SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 18th December.

Den of Crombie, from Vancouver, is due in Hongkong 25th November.

Monadnock, from Seattle, is due in Hongkong 30th November.

DEPARTURES.

November 22nd.

ASSAYS, British str., for Shanghai.

DEVANHA, British str., for Bombay.

KWANGLEE, Chinese str., for Shanghai.

LOONGSANG, British str., for Manila.

MACEDONIA, German str., for Hamburg.

MEXICO CITY, British str., for Moji.

PARHAI, German str., for Tientsin.

SOSHU MARU, Japanese str., for Canton.

SUISANG, British str., for Yokohama.

YOKOSHIMA MARU, Jap. str., for Yama.

YUKUNING, British str., for Saigon.

ZARHO, American str., for Manila.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. Prinz Waldemar left Kuchinotsu on the 22nd November, p.m., and may be expected here on or about the 26th November, at noon.

The P. & O. str. Candia left Singapore for this port on the 22nd November, at 7 a.m., and is due here on the 28th November, at about 6 a.m.

The C.P.R. str. Empress of Japan left Vancouver on the 19th November, a.m.

The I.G.M. str. Prinz Eitel Friedrich left Shanghai on the 22nd November, at 11 a.m., and may be expected here to-day, at 5 p.m.

The M.M. str. Armand Behic, which left this port on the 21st October, was delivered at Lyon on the 20th November.

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35 " " 54 " " "

60 " " 114 " " "

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[34-2]



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[42-1]

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Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

TO-DAY

2.30 p.m.—Auction of Old Chinese Porcelains at Sales Rooms, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.

Monday, 1st Dec.—3 p.m.—Auction of Two Lots of Crown Land at Ho Mun Tin, by Public Works Dept.

Printed and Published by BERTRAM A. HALE for the Concerned at 104, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.